



# ***Operational Risk Management (ORM) and the Driving Task***





# Why ORM?



1999

- Estimated 6,289,000 police reported traffic crashes
- 41,345 people killed
- 3,200,000 people injured
- Risk of crash involvement among drivers 16-19 years old is 4 times the risk among older drivers

1998

- Average of 114 persons died each day in motor vehicle crashes - one every 13 minutes
- Vehicle occupants accounted for 85.3% of traffic fatalities in 1998 remaining 14.7% were pedestrians, pedal cyclists and other non-occupants





# ***Perception versus Reality***



**Risk decisions should be based on reality aligned with perception.**

*Perception is the process by which an individual receives or extracts information about the environment and attaches or assigns meaning to it.*

**The competent driver aligns perceptions with reality.**

***Perception: Driving is not a high risk activity***  
***Reality: Driving is a high risk activity***



# ***Two Kind of Drivers, How About You?***



**Those that think that they have a lot of control in preventing collisions with small risk. They believe:**

- Their own driver error will not cause a major traffic crash.
- There is no need to adopt safety precautions.
- Bad luck or defects in the road or car causes potential collisions.

**Those that perceive driving to be a high risk activity believe:**

- That fault could lie with them selves or another driver.
- Accidents are typically not caused by an external condition or bad luck.
- Most collisions are caused by preventable mistakes committed by all drivers involved.



# ***Risk. . .Control it. . . ...or it Controls You!***



## The Characteristics of Risk

- Risk is always present.
- Perceived risk differs from actual risk.
- Risk is shared.
- Evaluate the Risk.
- Manage the Risk.
- Know the Consequences.





# Perceived versus Actual Risk



## Example:

- Approaching an intersection with a blocked view of the side road:
- You don't know whether something is coming from the other direction or not.
- Whenever visibility is limited, drivers must be alert and respond to the increased risk rather than driving blindly into a crisis situation.







# ***ORM Definitions***



- ⬆ Operational Risk Management (ORM) - The process of dealing with risk, which includes risk assessment, risk decision making, and implementation of effective risk controls.
- ⬆ Hazard - A condition with the potential to cause personal injury or death, property damage, or mission degradation.
- ⬆ Risk - An expression of possible loss in terms of severity and probability.
- ⬆ Risk Assessment - The process of detecting hazards and assessing associated risks.



# ***ORM Process***



- **Identify Hazards**
- **Assess Hazards**
- **Make Risk Decisions**
- **Implement Controls**
- **Supervise**







# ***ORM Principles***



- ◆ **Accept risk when benefits outweigh the cost.**
- ◆ **Accept no unnecessary risk.**
- ◆ **Anticipate and manage risk by planning.**
- ◆ **Make risk decisions at the right level.**



# ***Video Scenarios***



**Scenario 1 - A Chief Petty Officer takes medication, has kids in the car and. . .**

**Scenario 2 - An Airman buys a new motorcycle, does not take safety course, and 'has a need for speed'. . .**

**Scenario 3 - Petty Officer in traffic, gets impatient and makes a life-changing mistake . . .**

**Scenario 4 - Two petty officers are talking about driving some distance, one says rest, the other says I can make**



# ***Driving Emergencies***



**Being prepared to react quickly and correctly may help you avoid a collision.**

**Four major areas for discussion:**

- 1. Maneuvering on slippery surfaces**
- 2. Avoiding collisions**
- 3. Handling vehicle failures**
- 4. Protecting yourself in a collision**







# ***Maneuvering on a Slippery Surface I***



- Avoid making quick changes in speed or direction.
- Use slow, gradual pressure on the gas pedal.
- When braking, place your heel on the floor and use your toes to apply firm, steady pressure to the brake pedal.

## **Controlling a Skid**

- Take your foot off the brake pedal if the rear wheels skid due to hard or panic braking. Ease off the gas pedal if the rear wheels lose traction due to hard acceleration.
- Shift to neutral.



# ***Maneuvering on a Slippery Surface II***



## ***Recovering when you Run off the Road***

1. Keep firm grip on steering wheel and vehicle traveling straight.
2. Straddle pavement edge. . . Resist wheel tendency to pull toward shoulder.
3. Ease off accelerator, slow gradually. Avoid braking.
4. Ease off-road tires to one to two feet from the pavement edge.
5. Don't return to road until you've slowed. . . Look to sides and rear for traffic.
6. Under control and safe, turn steering wheel one-quarter turn to permit front tire to climb back on road.



# ***Maneuvering on a Slippery Surface III***

## ***Recovering when you Run off the Road***

7. When front tire is on road, countersteer as needed to maintain your lane direction.
8. If you must return to road quickly: Move off-road wheels about 12 inches away from edge of the road, remove your foot from the accelerator and stay off the brakes.
9. Turn steering wheel a one-quarter turn toward the road to allow tire to roll onto the edge of pavement.
10. As soon as outer wheel makes contact with road, counter steer and make steering corrections to center or straighten the wheels.





# Avoiding a Collision



- Sudden Stops
  - Anti-Lock Brakes
  - Non Anti-Lock Brakes
- Turning Quickly
- Speeding up Quickly





# Vehicle Failure



- Brake Failure
- Blowout
- Power Steering
- Headlight
- Accelerator Sticks
- Hood Latch Failure



# Protecting Yourself in a Collision



- ✓ If you are about to be hit from the rear:
- ✓ If you are about to be hit from the side:
- ✓ If you are about to be hit from the front:







# ***Core Values, ORM, and the Driving Task***



## **Principles**

**Accept risk when benefits outweigh the cost.**

**Accept no unnecessary risk .**

**Anticipate and manage risk by planning.**

**Make risk decisions at the right level.**

## **Values**

**Accountable for actions. . .  
Be there for your shipmates...**

**‘Work smart’ avoid shortcuts/steps that may cause injury or damage...  
Minimize risk taking ...**

**Plan ahead. . .  
Take time to plan...  
Ask yourself the right questions. . .**

**Support the chain of Command. . . Know that you have choices...**

**Honor**

**Courage**

**Commitment**



# Summary



- Safe driving is about managing risk and proper attitude.
- ORM is a valuable process in evaluating the driving task principles.
- Risk is real and must be evaluated as a reality versus a perception.
- There are safe steps to take in driving emergencies.
- Core values support the ORM process as it relates to safe driving habits.